

PURPOSE OF FLIGHT: TECHNICAL OFFICER'S REPORT: ) Ferrying a ircraft from Montreal Can be assumed that port generator voltage regulator was at fault, allowing the generator to transto Scoudouc NATURE OF ACCIDENT: mit its entire output into the system. )After flying one hour, smell of burn-COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT: ing was noticed and found that port FINDINGS: SUMMARY No. 98 generator was overcharging. Pilot was )warned and decided to land. Investi-This accident was due to a highly volatile mixture gated trouble on landing and leak in becoming ignited by a spark from the battery. port selector, gasoline spilling in W/0's cabin. In attempting to inspect RECOMMENDATION - Spaces between the deck and super-)auxiliary batteries and removing the structure forward of FE's compartment be sealed to battery cover, explosion occurred prevent gasoline spillage into the W/O's cabin. and subsequent fire completely des-That drains already fitted be kept clear on D.I.'s troyed the A/C. and suitably labelled. That W/O's on A/C such as the Canso have a working CLASSIFICATION: knowledge of the electrical controls. ) 42. Fire after landing CONCLUSIONS OF A.I.B. - Agree Arrangement of gasoline system in this type of A/C is open to critism. Cleaning of filters causes SECONDARY OR CONTRIBUTORY FACTORS: spillage of fuel into the W/T comp. and leaks in the selector cocks add to the trouble. This is a 33. Technical Defect potential fire hazard. Letter issued to Vickers to ensure that fitting of deck to No. 2 Bulkhead is watertight. R. C. A. F. L 20 (REVISED) 7M-4-43 (3202) K.P. 5051 H. Q. 885-L 20 C. C. LTD. 7084-4